

# Main and Auburn Roundabout

## Why a Roundabout at Main and Auburn?

Of the numerous alternatives examined, this roundabout option is cheaper, safer, more efficient, and has the least negative impact on the surrounding business and residential area.

It will improve the existing and future traffic function of the intersection and enhance this important area of the city.

## When is the roundabout going to be built?

Utility relocation and building demolition is intended to be underway in 2012. Roadway construction is intended to begin and be complete in 2013.

## How does a roundabout impact the properties near an intersection?

At the Main and Auburn intersection, the property impacts are far less with the roundabout when compared to traditional intersection improvements.

Since roundabouts do not require the development of turn lanes, they allow the roadway between intersections to be narrower, thus reducing property impacts. This is especially true of the Main and Auburn intersection.

## More Information

City of Rockford – Public Works Projects  
[www.ci.rockford.il.us/public-works/projects.aspx](http://www.ci.rockford.il.us/public-works/projects.aspx)

City of Rockford – Engineering/CIP  
(815) 987-5570

Wisconsin DOT - Interactive Video Animation  
[How to Drive Through a Multilane Roundabout](http://www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabouts/av/roundabout.swf)  
<http://www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabouts/av/roundabout.swf>

Insurance Institute for Highway Safety. Highway Loss Data Institute. Q&As: Roundabouts  
<http://www.iihs.org/research/qanda/roundabouts.html>

The Official Web Site of the City of Scottsdale, Arizona. Roundabouts: Safety  
<http://www.scottsdaleaz.gov/traffic/Page3900.aspx>

Minnesota Department of Transportation, Roundabouts in Minnesota  
<http://www.dot.state.mn.us/roundabouts/>

Arizona Department of Transportation, Modern Roundabouts.  
<http://www.azdot.gov/ccpartnerships/Roundabouts/index.asp>

U.S. Department of Transportation, Federal Highway Administration. Roundabouts: A Safer Choice  
<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa08006/>

Iowa Department of Transportation. Iowa Goes Roundabout  
<http://www.iowadot.gov/roundabouts/roundabouts.htm>

Welcome to Alaska Roundabouts.  
<http://www.alaskaroundabouts.com/>

Kansas State University, Center for Transportation Research & Training. Roundabouts Research. Roundabouts and how they came to Kansas.  
<http://www.k-state.edu/roundabouts/ada/news/Roundabouts.htm>



# Main and Auburn Roundabout

## General Information about Roundabouts

As of January 2009, more than 2,000 modern roundabouts had been built in the U.S. since 1990.

National and state studies throughout the country have analyzed these intersections and found they increase safety and reduce delay.

## Safety of Roundabouts

Slower traffic in roundabouts results in a safer environment for pedestrians and other motorists than signalized intersections.

Roundabouts have fewer conflict points in comparison to conventional intersections. The potential for hazardous conflicts, such as right-angle, left-turn or head-on crashes, is virtually eliminated with roundabout use.

## When driving in a multi-lane roundabout, how do motorists know which lane to enter and exit?

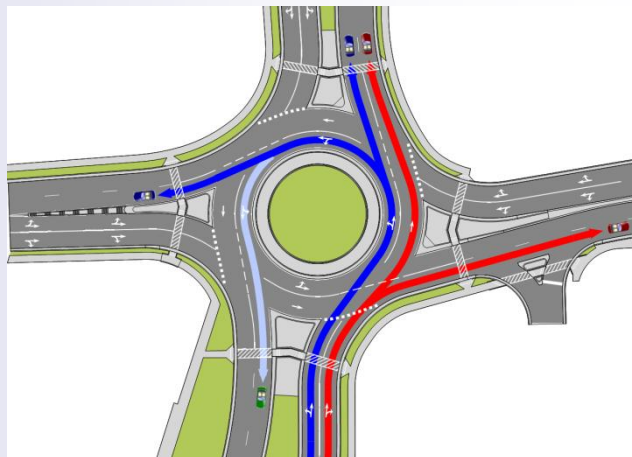
In general, drivers should approach a multi-lane roundabout the same way they would approach any other intersection. Just like signalized intersections, you have to decide which lane you need to be in before you get to the intersection, and you have to know where you are trying to go. One common misconception is that drivers must weave

or change lanes to enter or exit a multi-lane roundabout. In fact, multi-lane roundabouts function very similar to a traffic signal with multiple lanes. Motorists should follow the instructional signs to choose the correct lane, and then stay in that lane through the exit. The pavement markings and signs will help inform you about which lane is correct.

There are a number of useful videos and interactive tools available to explain how to drive through a roundabout. Additionally, the City of Rockford has developed exhibits and information specific to the Main and Auburn roundabout, like the one pictured below.

To see the complete version of the navigation exhibit below and other useful links about how to drive through a roundabout, visit the City of Rockford website at:

[www.ci.rockford.il.us/public-works/projects.aspx](http://www.ci.rockford.il.us/public-works/projects.aspx)



## Roundabouts vs. Other Intersection Options

Roundabouts offer a generally safer intersection. They virtually eliminate T-bone crashes, allowing for a 75 percent reduction in injury crashes. Crashes at multi-lane roundabouts are reduced by 8 to 35 percent or more.

Roundabouts reduce delay by having traffic yield before proceeding instead of forcing traffic to stop and wait at a red light when there is no opposing traffic.

## Couldn't a traffic signal handle higher traffic volumes better than a roundabout?

In most situations a modern roundabout can handle higher traffic volumes with less delay than traffic signals. A two-lane roundabout will handle 3,500 to 5,000 vehicles an hour. It would take three travel lanes and usually dual left turn lanes in each direction to match that capacity.

## Will a big truck be able to use the roundabout?

Yes. The Main and Auburn roundabout has been designed specifically to accommodate large trucks and other vehicles.